

MCDOT NEW

News from the Montgomery County Department of Transportation, Division of Highway Services

Black Rock Road Chipseal Surface Treatment Project

Project to Begin Soon, Includes Full-Depth Patching and Chipseal Resurfacing

This newsletter is to inform you of the upcoming roadway repairs and resurfacing of Black Rock Road, from Darnestown Road (MD 28) to Burdette Lane, and to describe the process. This pavement system preservation project employs long term strategies to preserve and enhance the physical and operating conditions of the roadway system as it exists and assures a system serviceable for many years. This project falls under the County's Rural/Rustic Roadway Resurfacing Program.

BACKGROUND

The Montgomery Department of Transportation's (MCDOT) Division of Highway Services (DHS) maintains over 5,108 lane miles of streets and of the surrounding area. highways in the county's transportation system, including Rural/ Rustic Roads such as Black Rock as follows: Road. These rustic/exceptional roads exemplify the rural and depth patching restores the paveagricultural landscape of the ment's structural integrity and county and have special characteristics which contribute significantly to the rural, scenic, or historic features of Montgomery

preservation efforts, MCDOT initiated a new Pavement Mantime, MCDOT concluded a comnew system has enabled the de- infiltration and damage. parameters.

SCHEDULE

mitting. Working hours for this and appearance. Following place-

project will be between 9am and 3pm, Monday through Friday. **SCOPE OF PROJECT**

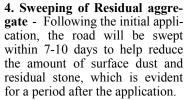
Overall, pavement conditions of Black Rock Road were generally rated as fair, with some areas described as needing more attention. This rating, combined with the Rural/Rustic roadway designation, meets the criteria for Chipseal resurfacing. Often referred to as "Tar & Chip," Chipseal is a pavement surface treatment that combines an overlay of liquid asphalt binder and a layer of small gravel. The goal of the Rural/Rustic Roads Program is not County to modify existing roadways, but to preserve the pavement structure as well as natural, agricultural and historic characteristics

PROJECT WORK PLAN

Generally, the work will proceed

- 1. Full Depth Patching Full capacity to support vehicle loads. The areas of distressed pavement marked by the MCDOT inspectors is removed and replaced by new pavement. The final Chip-As part of our pavement system seal resurfacing will cover these patched areas.
- 2. Crack Sealing It may be agement System in 2008. At that necessary to clean and seal large cracks in the roadway before replete condition inventory of all surfacing. A flexible filler mate-County roads, identifying and rial is injected into the cracks, rating the condition of each. This filling voids and preventing water
- velopment of County-wide road 3. Chipseal Resurfacing Asresurfacing schedules based on a phalt emulsion binder is first formula based objective rating sprayed onto the pavement, imsystem coupled with budgetary mediately followed by an application of aggregate (stone). Chipseal is applied in an inch mat over The project is scheduled to start the complete road surface, usuduring August 2014, and should ally in two separate applications be completed within approxi- (or "coats"), and provides the mately five weeks, weather per-roadway with a uniform thickness

ment, rubber tired rollers complete the compaction effort until field testing indicates that all relevant specifications have been



5. Replace roadway lane markings - Permanent lane markings, will be replaced shortly after resurfacing operations.

IMPACTS

Signage will be posted 7 days in advance of the upcoming roadway Chipseal treatment. Street resurfacing will necessitate temporary lane closures and temporary parking restrictions. Continuous traffic will be maintained at all times utilizing alternating oneway traffic; signs will be posted identifying such restrictions. Access to residences will be available at all times, however minor delays may be experienced as workers restrict traffic from freshly placed material.

Cyclists should proceed with extra caution when traveling on freshly applied material, as loose aggregate stone may cause slippage. The newly Chipsealed roadway will receive two separate sweepings to reduce the residual

Generally speaking, this work is best characterized as noisy and disruptive. However, MCDOT and its contractors will take all necessary steps to mitigate any inconveniences this work may cause.

Quality control for the entire project will be managed by County inspection staff to ensure that the project meets County specifications.



Liquid Binder Application



Chipseal Application



Compacting with Rollers



Thank you for your cooperation and patience as we work to improve Black Rock Road for residents and users.



MONTGOMERY COUNTY, MARYLAND

DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAY SERVICES

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KEEPING MONTGOMERY MOVING

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NOTICE OF BLACK ROCK ROAD CHIPSEAL RESURFACING PROJECT

SAFETY NOTICE

Please drive gently and safely through the work site and kindly remember that while repair work is underway personnel and construction vehicles will be moving around the site. Some materials may be stored in the area. Please use caution when walking or driving through the construction zone. Children may be attracted to the noise and machinery, so we ask that you please keep all children under close supervision at all times, even after the work is completed for the day. Also, please follow the direction of flaggers and temporary signs and traffic control devices. We appreciate your patience and cooperation while we make these much needed improvements to the infrastructure.

IMPORTANT MCDOT CONTACTS

Project Manager:Martin Wurdeman240-777-7649Program Manager:Donald Noble240-777-7601

Should your questions be of a more general nature please contact the MC311 Call Center at 3-1-1

DHS Email:

mcdot.highway@montgomerycountymd.gov

DHS Website:

http://www.montgomerycountymd.gov/DOT-Highway/

On the map, click on the **Poolesville Service Area**, where information is available describing the roadway evaluations and repair processes.

